Gen. Pass. Office S. P. Co.
AUG 13 1900
San Francisco, Cal.

# SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

33

# TIME TABLE No. 32

9/12/0

FOR THE

# SACRAMENTO DIVISION.

TO TAKE EFFECT SUNDAY, AUG. 12, 1900, AT 11:00 P. M.

PACIFIC STANDARD TIME (120th MERIDIAN.)

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary from this schedule as circumstances may require.

J. KRUTTSCHNITT,
*General Manager.*

J. A. FILLMORE,
*Manager.*

G. F. RICHARDSON,
*Master of Transportation.*

J. B. WRIGHT,
*Superintendent.*

T. R. JONES,
*Asst. Superintendent.*

# SACRAMENTO DIVISION: Sacramento and Colfax.

## FROM SAN FRANCISCO.

| Third Class | Second Class. | | | | First Class. | | | | | | | Minimum running time between Stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 32, Aug. 12, 1900. STATIONS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 226 Red Bluff Freight. Daily. | 220 Through Freight. Daily. | 212 Way Freight. Daily. | 210 Way Freight. Daily. | 206 Through Freight. Daily. | 34 Towle Passenger. Daily. | 32 Red Bluff Passenger. Daily. | 16 Oregon Express. Daily. | 6 Atlantic Express. Daily. | 4 Atlantic Express. Daily. | 2 Overland Limited. Daily. | | | |
| ..... | A M LV 3.20 | ..... | ..... | ..... | A M LV 8.30 | A M LV 8.30 | P M LV 8.05 | P M LV 6.00 | A M LV 8.00 | A M LV 10.00 | ..... | ..... | ... SAN FRANCISCO |
| A M LV 6.45 | P M LV **12.55** | ..... | A M LV 7.40 | A M LV **12.01** | P M LV 4.50 | P M LV 3.25 | A M LV **12.01** | P M LV **10.05** | A M LV **11.50** | P M LV **12.55** | ..... | 89.79 | .dn. SACRAMENTO. W |
| ..... | ..... | ..... | ..... | ..... | *f* ..... | *f* ..... | ..... | ..... | ..... | ..... | 15 | 93.15 | .... American River Bridge |
| 7.10 | 1.30 | ..... | 8.05 | 12.35 | *f* 5.07 | *f* 3.42 | 12.18 | 10.25 | P M *f* 12.09 | 1.12 | 2 | 96.22 | .... Benali |
| 7.15 | **1.51** | ..... | **8.16** | 12.40 | *f* 5.10 | *f* 3.45 | 12.21 | 10.28 | *f* 12.12 | 1.15 | ..... | 97.71 | .... Arcade |
| ..... | ..... | ..... | ..... | ..... | *f* ..... | *f* ..... | ..... | ..... | ..... | ..... | 8 | 100.83 | .*.. Walerga (Spur) |
| 7.35 | 2.15 | ..... | 8.40 | **1.10** | *s* 5.22 | *s* 3.58 | 12.31 | 10.40 | *f* **12.27** | 1.25 | ..... | 104.13 | .... Antelope |
| **8.00** A M AR | 2.30 | ..... | **9.00** | 1.25 | *s* 5.30 | 4.08 P M AR | **12.38** A M AR | *s* 10.49 | *s* 12.39 | Foot-note **1.35** | 6 | 108.03 | .dn. ROSEVILLE W |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 | 108.84 | .*.. Sand Switch (Spur) |
| ..... | 2.50 / 3.30 | A M LV 6.00 | 9.20 / **10.10** | 1.40 / 2.20 | *s* 5.40 | ..... | ..... | ..... | *s* **11.00** | *s* 12.50 | 1.45 | ..... | 111.94 | .dn. ROCKLIN W |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 | 114.34 | .... Howard Quarry (Spur) |
| ..... | 3.45 | 6.20 | 10.30 | 2.35 | *s* 5.52 | ..... | ..... | ..... | 11.15 | *s* 1.02 | 1.55 | ..... | 114.98 | .d.. Loomis |
| ..... | 4.00 | 6.50 | 11.00 | 2.50 | *s* 6.05 | ..... | ..... | ..... | 11.26 | *s* **1.15** | 2.02 | 6 ..... | 117.86 | .d Penryn |
| ..... | 4.20 | **7.24** | **11.45** P M | 3.10 | *s* 6.22 | ..... | ..... | ..... | *s* **11.40** A M | *s* 1.30 | 2.11 | 7 ..... | 121.04 | .dn. Newcastle W |
| ..... | 4.55 | **8.15** | **12.57** | 3.50 | *s* **6.50** | ..... | ..... | ..... | *s* 12.05 | *s* 1.50 | 2.24 | 11 ..... | 125.93 | .dn. Auburn W |
| ..... | 5.10 | **9.00** | 1.25 | 4.05 | *s* 7.02 | ..... | ..... | ..... | 12.19 | *f* 2.02 | 2.32 | 7 ..... | 129.23 | .... Bowman |
| ..... | **5.30** | 9.20 | 1.45 | 4.20 | *s* 7.11 | ..... | ..... | ..... | 12.30 | *f* 2.11 | 2.40 | 7 ..... | 132.64 | .d.. Clipper Gap W |
| ..... | 5.45 | 9.40 | 2.00 | 4.35 | *f* 7.20 | ..... | ..... | ..... | 12.41 | *f* 2.20 | 2.47 | 6 ..... | 135.61 | .... Applegate |
| ..... | 6.05 | 10.05 | **2.31** | 4.50 | *s* 7.31 | ..... | ..... | ..... | 12.55 | *f* **2.31** | 2.56 | 7 ..... | 138.92 | .d.. N. E. Mills |
| ..... | ..... | ..... | ..... | ..... | *f* ..... | ..... | ..... | ..... | ..... | *f* ..... | ..... | 11 ..... | 140.89 | .... Lander (Spur) |
| ..... | 6.30 P M AR | **10.50** A M AR | **3.07** P M AR | 5.10 A M AR | 7.45 P M AR | ..... | ..... | ..... | 1.10 A M AR | 2.45 P M AR | **3.07** P M AR | ..... | 143.97 | .dn. COLFAX W |
| Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | | | |

Train No. 210 may carry passengers between Sacramento and Colfax.

Train No. 226 may carry passengers.

Light engines bound west, **when running extra,** will take siding for east-bound extras.

**All trains must get orders or clearance cards before leaving Sacramento and Rocklin.**

**All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.**

**Train No. 2 has right of track over Train No. 4. Train No. 4 may leave passing point five minutes after the departure of Train No. 2.**

* Frogs at these stations taken out part of the season.

FOOT-NOTE.—Train No. 2 will not stop at Roseville. Operator will register the time this train passes and signals carried, if any.

# SACRAMENTO DIVISION: Sacramento and Colfax.

**TIME TABLE No. 32, Aug. 12, 1900.**

STATIONS.

*DISTANCE FROM TRUCKEE.

Minimum running time between Stations for freight trains—minutes.

## TOWARD SAN FRANCISCO.

### First Class.

| 1 Overland Limited. | 3 Pacific Express. | 5 Pacific Express. | 15 California Express. | 31 Red Bluff Passenger. | 33 Towle Passenger. |
|---|---|---|---|---|---|
| Daily. | Daily. | Daily. | Daily. | Daily. | Daily. |
| P M AR | P M AR | P M AR | A M AR | P M AR | P M AR |
| ....SAN FRANCISCO ..... ..... | 5.15 | 12.45 | 4.15 | 8.15 | 4.15 | 4.15 |
| dn. SACRAMENTO . W. 119.52 | 2.10 | ¶ 8.35 | **12.55** | 4.35 | 9.50 | 9.40 |
| 3.36 | | | | | | |
| ....American River Bridge 116.16 | 20 | | | | *f* | |
| 3.07 | | | | | | |
| ....Benali ..... 113.09 | 1.53 | 8.18 | 12.38 | 4.18 | *f* 9.33 | 9.23 |
| 1.49 | 3 | | | | | |
| ....Arcade..... 111.60 | **1.51** | **8.16** | 12.36 | 4.16 | *f* 9.30 | 9.20 |
| 3.12 | | | | | | |
| *..Walerga .....(Spur) 108.48 | 12 | | | | *f* | |
| 3.30 | | | | | | |
| ....Antelope..... 105.18 | 1.42 | 8.07 | **12.27** | 4.07 | *f* 9.20 | 9.10 |
| 3.90 | 9 | | | | | |
| dn. ROSEVILLE .....W. 101.28 | Foot-note **1.35** | *s* **8.00** | *s* 12.19 | 4.00 A M LV | 9.12 A M LV | *s* **9.00** |
| 0.81 | | | | | | |
| *..Sand Switch ....(Spur) 100.47 | 10 | | | | | |
| 3.10 | | | | | | |
| dn. ROCKLIN ..... W. 97.37 | 1.26 | *s* 7.47 | *s* 12.07 P M | | | *s* 8.50 |
| 2.40 | | | | | | |
| ....Howard Quarry..(Spur) 94.97 | 8 | | | | | |
| 0.64 | | | | | | |
| d..Loomis..... 94.33 | 1.21 | *f* 7.39 | 11.59 | | | *s* 8.44 |
| 2.88 | 8 | | | | | |
| d..Penryn..... 91.45 | **1.15** | *f* 7.32 | 11.53 | | | *s* 8.37 |
| 3.18 | 10 | | | | | |
| dn. Newcastle.....W. 88.27 | 1.08 | *s* **7.24** | **11.45** | | | *s* 8.29 |
| 4.89 | 16 | | | | | |
| dn. Auburn.....W. 83.38 | **12.57** | *s* 7.12 | *s* 11.31 | | | *s* **8.15** |
| 3.30 | 10 | | | | | |
| ....Bowman ..... 80.08 | 12.50 | 7.05 | 11.24 | | | *s* 8.05 |
| 3.41 | 10 | | | | | |
| d..Clipper Gap.....W. 76.67 | 12.43 | 6.58 | 11.17 | | | *s* 7.58 |
| 2.97 | 9 | | | | | |
| ....Applegate..... 73.70 | 12.36 | † 6.50 | 11.10 | | | *f* 7.50 |
| 3.31 | 10 | | | | | |
| d..N. E. Mills..... 70.39 | 12.28 | 6.40 | 11.03 | | | *s* 7.40 |
| 1.97 | | | | | | |
| ....Lander .....(Spur) 68.42 | 16 | | | | | *f* |
| 3.08 | | | | | | |
| dn. COLFAX. .....W. 65.34 | 12.15 P M LV | 6.25 A M LV | **10.50** A M LV | | | 7.25 A M. LV |
| | Daily. | Daily | Daily. | Daily. | Daily. | Daily. |

### Second Class.

| 201 Through Freight. | 209 Way Freight. | 211 Way Freight. | 219 Through Freight. |
|---|---|---|---|
| Daily | Daily. | Daily. | Daily. |
| A M AR | P M AR | | A M AR |
| ....SAN FRANCISCO ..... ..... ..... | ..... | ..... | P M AR 7.55 |
| dn. SACRAMENTO . W. | 2.00 | **10.05** | **11.50** |
| ....American River Bridge | | | |
| ....Benali ..... | 1.35 | 9.35 | 11.20 |
| ....Arcade..... | 1.30 | 9.30 | 11.15 |
| *..Walerga .....(Spur) | | | |
| ....Antelope..... | **1.10** | 9.10 | 10.55 |
| dn. ROSEVILLE .....W. | **12.38** | 8.50 | 10.35 |
| *..Sand Switch ....(Spur) | | | |
| dn. ROCKLIN ..... W. | 12.25 | 8.30 | P M AR **11.00** |
| ....Howard Quarry..(Spur) | | | |
| d..Loomis..... | 12.10 A M | 8.05 | 10.40 |
| d..Penryn..... | 11.55 | 7.50 | 10.25 |
| dn. Newcastle.....W. | **11.40** | 7.30 | 10.05 |
| dn. Auburn.....W. | 11.15 | **6.50** | 9.40 |
| ....Bowman ..... | 11.03 | 5.45 | 9.20 |
| d..Clipper Gap.....W. | 10.53 | **5.30** | 9.05 |
| ....Applegate..... | 10.43 | 5.10 | 8.50 |
| d..N. E. Mills..... | 10.32 | 4.50 | 8.35 |
| ....Lander .....(Spur) | | | |
| dn. COLFAX. .....W. | 10.15 P M LV | 4.15 P M LV | 8.15 P M LV | 8.00 A M LV |
| | Daily. | Daily. | Daily. | Daily. |

### Third Class.

| 225 Red Bluff Freight. |
|---|
| Daily |
| P M AR |
| 8.30 |
| |
| 8.05 |
| 8.00 |
| |
| 7.40 |
| 7.20 |
| P M LV |
| |
| |
|

# SACRAMENTO DIVISION: Colfax and Truckee.

## FROM SAN FRANCISCO.

| Second Class. | | | | First Class. | | | | Minimum running time between Stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 32, Aug. 12, 1900. STATIONS. | DISTANCE FROM TRUCKEE. | Minimum running time between Stations for freight trains—minutes. | TOWARD SAN FRANCISCO. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | First Class. | | | | Second Class. | | | |
| 220 | 212 | 210 | 206 | 34 | 6 | 4 | 2 | | | | | | 1 | 3 | 5 | 33 | 201 | 209 | 211 | 219 |
| Through Freight. | Way Freight | Way Freight. | Through Freight. | Towle Passenger. | Atlantic Express. | Atlantic Express. | Overland Limited. | | | | | | Overland Limited. | Pacific Express. | Pacific Express. | Towle Passenger. | Through Freight. | Way Freight. | Freight. | Through Freight. |
| Daily. | Daily. | Daily. | Daily. | Daily. | Daily | Daily. | Daily. | | | | | | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. |
| PM LV | AM LV | PM LV | AM LV | PM LV | AM LV | PM LV | PM LV | | | | | | PM AR | AM AR | AM AR | AM AR | PM AR | PM AR | PM AR | AM AR |
| 6.50 | 11.20 | **3.45** | 5.30 | **7.50** | 1.15 | 2.55 | 3.10 | ..... | *143.97* | .dn... **COLFAX** ...W. | *65.34* | ..... | 12.10 | 6.20 | 10.45 | 7.20 | 10.10 | **3.45** | **7.50** | 7.50 |
| | | | | | | | | 12 | | 4.51 | | 18 | PM | | | | | | | |
| **7.20** | **11 55** | 4.10 | **6.05** | *f* 8.05 | 1.35 | *f* **3.10** | **3.23** | ..... | *148.48* | ....Cape Horn Mills.... | *60.83* | ..... | **11.55** | **6.05** | 10.30 | *f* 7.08 | 9.50 | { **3 23** / **3.10** | **7.20** | 7.30 |
| | PM | | | | | | | | | 5.96 | | 18 | | | | | | | | |
| **8.25** | 12.50 | 5.20 | **6.50** / **7.05** | *s* **8.25** | *s* 2.00 | Foot-note 3.30 / **3.40** | Foot-note **3.40** | ..... | *154.44* | .dn... Gold Run....W. | *54.87* | ..... | 11.40 | *f* 5.50 | 10.15 | *s* **6.50** | 9.30 | 2.40 | 6.55 | **7.05** |
| | | | | | | | | 4 | | 2.12 | | 6 | | | | | | | | |
| 8.45 | 1.20 | 5.45 | 7.30 | *s* 8.32 | *f* 2.19 | *s* 3.55 | 3.45 | ..... | *156.56* | .d.... Dutch Flat ..... | *52.75* | ..... | 11.35 | *f* 5.45 | 10.10 | *s* 6.42 | 9.22 | 2.15 | 6 35 | 6.55 |
| | | | | | | | | 4 | | 1.83 | | 6 | | | | | | | | |
| 9.00 | 1.35 | 6.00 | 7.45 | *f* 8.40 | 2.29 | *f* 4.04 | 3.50 | ..... | *158.44* | ..... Alta .....W. | *50.87* | ..... | 11.30 | 5.40 | *f* 10.05 | *f* 6.35 | 9.15 | 2.00 | 6.20 | 6.48 |
| | | | | | | | | 2 | | .75 | | 3 | | | | | | | | |
| **9.10** | **1.50** | **6.15** | 7.50 | 8.45 | *f* 2.33 | *s* 4.10 | 3.52 | ..... | *159.19* | .dn.....Towle..... | *50.12* | ..... | 11.27 | *f* 5.37 | 10.02 | 6.30 | **9.10** | **1.50** | **6.15** | 6.45 |
| | | | | PM AR | | | | 10 | | 4.03 | | 14 | | | | A M LV | | | | |
| 9.30 | 2.15 | 6.40 | 8.10 | ..... | 2.52 | *f* 4.24 | 4.04 | ..... | *163.28* | .....Shady Run ..... | *46.03* | ..... | 11.17 | *f* 5.27 | 9.52 | ..... | 8.55 | 1.10 | 5.55 | 6.30 |
| | | | | | | | | 5 | | 2.08 | | 7 | | | | | | | | |
| 9.45 | 2.35 | 7.00 | 8.25 | ..... | 3.05 | *f* 4.33 | 4.11 | ..... | *165.36* | ..... Orel ..... | *43.95* | ..... | 11.12 | *f* 5.22 | 9.47 | ..... | 8.45 | 1.00 | 5.45 | 6.20 |
| | | | | | | | | 6 | | 2.64 | | 8 | | | | | | | | |
| 10.10 | 3.00 | 7.40 | 8.50 | ..... | *s* 3.20 | *s* 4.45 | 4.20 | ..... | *168.00* | .dn...Blue Canon ...W. | *41.31* | ..... | 11.00 | *s* 5.10 | *s* 9.35 | ..... | 8.30 | 12.45 | 5.30 | 6.05 |
| | | | | | | | | 7 | | 3.15 | | 10 | | | | | | | | |
| 10.30 | 3.25 | **8.10** | **9.26** | ..... | 3.42 | **5.01** | 4.34 | ..... | *171.15* | ..... Fulda ..... | *38.16* | ..... | 10.51 | 5.01 | **9.26** | ..... | **8.10** | 12.20 | **5.01** | 5.45 |
| | | | | | | | | 5 | | 2.05 | | 7 | | | | | | | | |
| 10.45 | 3.40 | 8.25 | 9.50 | ..... | *s* 3.52 | *s* 5.08 | **4.40** | ..... | *173.20* | .dn..Emigrant Gap..... | *36.11* | ..... | 10.45 | *s* 4.55 | *f* 9.20 | ..... | 8.00 | 12.10 | **4.40** | 5.35 |
| | | | | | | | | 11 | | 1.50 | | 16 | | | | | | PM | | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | *174.70* | .*..Birce & Smart (Spur) | *34.61* | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | | | | | | | 2.76 | | | | | | | | | | |
| 11.05 | **4.10** | 8.50 | **10.33** | ..... | 4.09 | *f* 5.22 | 4.51 | ..... | *177.46* | ..... Yuba Pass..... | *31.85* | ..... | **10.33** | *f* 4.43 | 9.08 | ..... | 7 40 | 11.50 | **4.10** | 5.17 |
| | | | | | | | | 11 | | 2.40 | | 16 | | | | | | | | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | *177.86* | *Yuba Pass Quarry (Spur). | *31.45* | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | | | | | | *179.54* | 1.68 | | | | | | | | | | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | | *Crystal Lake Tank (Spur) W | *29.77* | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | | | | | | | 2.16 | | | | | | | | | | |
| 11.40 | **5.02** | 9.25 | **11.30** | ..... | *s* **4.31** | *s* 5.35 | **5.02** | ..... | *181.70* | .dn..... Cisco ..... | *27.61* | ..... | 10.21 | *s* **4.31** | *f* 8.56 | ..... | 7.20 | **11.30** | 3 50 | 5.00 |
| | | | | | | | | | *182.71* | 1.01 | | | | | | | | | | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | | .*.... Huysink (Spur).... | *26.60* | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | | | | | 9 | *184.56* | 1.85 | | 13 | | | | | | | | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | | .*...Yuba Valley (Spur).. | *24.75* | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | | | | | | | 0.65 | | | | | | | | | | |
| 11.55 | 5.25 | 9.40 | 11.50 | ..... | **4.46** | *f* 5.46 | 5.11 | ..... | *185.21* | .d.... Tamarack ..... | *24.10* | ..... | 10.11 | *f* 4.21 | 8.46 | ..... | 7.00 | 11.10 | 3.30 | **4.46** |
| A M | | | P M | | | | | 10 | | 4.02 | | 16 | | | | | | | | |
| 12.15 | **5.58** | 10.05 | 12.15 | ..... | 5.00 | *f* **5.58** | 5.21 | ..... | *189.23* | .dn.... Cascade ..... | *20.08* | ..... | 10.00 | *f* 4.10 | 8.35 | ..... | 6.40 | 10.50 | 3.10 | 4.23 |
| | | | | | | | | 7 | | 2.81 | | 11 | | | | | | | | |
| 12.30 | **6.20** | 10.20 | 12 27 | ..... | 5.11 | *f* **6.08** | 5.28 | ..... | *192.04* | ....Soda Springs..... | *17.27* | ..... | 9.50 | *f* **4.00** | 8.25 | ..... | { **6.20** / **6.08** | 10.38 | 2.55 | **4.00** |
| | | | | | | | | 7 | | 0.66 | | 11 | | | | | | | | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | *192.70* | .*....Goulden (Spur).... | *16.61* | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | | | | | | | 2.30 | | | | | | | | | | |
| 12.45 | 6.40 | 10.35 | 12.40 | ..... | *s* 5.20 | *s* 6.18 | **5.35** | | *195.00* | .dn.... Summit.....W. | *14.31* | | 9.40 | *s* 3.50 | *s* 8.15 | ..... | **5.35** | 10.25 | 2.40 | 3.30 |
| | | | | | | | | 8 | | 2.70 | | 12 | | | | | | | | |
| 1.00 | 6.55 | 10.50 | 12.55 | ..... | 5.35 | *f* 6.33 | 5.45 | ..... | *197.70* | dn... Lake View..... | *11.61* | ..... | 9.30 | *f* 3.40 | 8.04 | ..... | 5.00 | 10.00 | 2.15 | 3.05 |
| | | | | | | | | 11 | | 3.99 | | 15 | | | | | | | | |
| 1.15 | 7.10 | 11.05 | 1.10 | ..... | 5.50 | *f* 6.46 | 5.57 | ..... | *201.69* | .dn... Tunnel 13 ..... | *7.62* | ..... | 9.16 | *f* 3.26 | 7.48 | ..... | 4.40 | 9.40 | 1.50 | 2.40 |
| | | | | | | | | | | 1.95 | | | | | | | | | | |
| ..... | ..... | ..... | ..... | ..... | ..... | *f*..... | ..... | | *203.64* | .....Stanford (Spur).W. | *5.67* | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | | | | | 9 | *204.64* | 1.00 | | 13 | | | | | | | | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | | .*...Rock Crusher..... | *4.67* | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | | | | | | *205.76* | 1.12 | | | | | | | | | | |
| 1.35 | 7.30 | 11.25 | **1.30** | ..... | 6.00 | *f* 6.56 | 6.07 | ..... | | ..... Champion ..... | *3.55* | ..... | 9.06 | *f* 3.16 | 7.37 | ..... | 4.20 | 9.20 | **1.30** | 2.20 |
| | | | | | | | | | *207.61* | 1.85 | | | | | | | | | | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 | | ..Donner Ice Co. (Spur).. | *1.70* | 13 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **2.00** | 7.45 | 11.40 | 1.45 | ..... | 6.10 | ¶ 7.05 | 6.15 | ..... | *209.31* | 1.70 | | | | | | | | | | |
| A M AR | P M AR | P M AR | P M AR | | A M AR | P M AR | P M AR | | | .dn.. **TRUCKEE** ...W. | *0.00* | ..... | **8.55** | 3.05 | 7.25 | ..... | 4.00 | **8.55** | 1.00 | **2.00** |
| | | | | | | | | | | | | | A M LV | A M LV | A M LV | | P M LV | A M LV | P M LV | A M LV |
| Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | | | | | | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. |

Light engines bound west, **when running extra,** will take siding for east-bound extras. Train No. 209 may carry passengers.

**All trains must get orders or clearance cards before leaving Truckee.**

**All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.**

**Train No. 2 has right of track over Train No. 4. Train No. 4 may leave passing point five minutes after the departure of Train No. 2.**

*Frogs at these stations taken out part of the season.

# SACRAMENTO DIVISION: Truckee and Wadsworth.

## TIME TABLE No. 32, Aug. 12, 1900.

### FROM SAN FRANCISCO.

| Second Class. | | | First Class. | | | Minimum running time between Stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO. | STATIONS. | DISTANCE FROM WADSWORTH. | Minimum running time between Stations for freight trains—minutes. | TOWARD SAN FRANCISCO. First Class. | | | Second Class. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 208 | 220 | 206 | 6 | 4 | 2 | | | | | | 1 | 3 | 5 | 201 | 219 | 207 |
| Way Freight. | Through Freight. | Through Freight. | Atlantic Express. | Atlantic Express. | Overland Limited. | | | | | | Overland Limited. | Pacific Express. | Pacific Express. | Through Freight. | Through Freight. | Way Freight. |
| Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | | | | | | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. |
| PM LV | AM LV | PM LV | AM LV | PM LV | PM LV | | | | | | AM AR | AM AR | AM AR | PM AR | AM AR | AM AR |
| 2.30 | **2.55** | **3.00** | 6.25 | 7.30 | 6.20 | | 209.31 | dn.. **TRUCKEE** ...W. | 68.81 | | 8.50 | **2.55** | 7.15 | **3.00** | 12.45 | 11.55 |
| | | | | | | 5 | | 2.76 | | 8 | | | | | | |
| **2.45** | 3.15 | 3.15 | 6.33 | *f* 7.37 | 6.25 | | 212.07 | .....Winsted..... | 66.05 | | 8.42 | *f* 2.47 | 7.06 | **2.45** | 12.30 | 11.45 |
| | | | | | | | | 0.51 | | | | | | | | |
| | | | | | | | 212.58 | .*. Tahoe Ice Co..(Spur). | 65.54 | | | | | | | |
| | | | | | | | | 0.93 | | | | | | | | |
| | | | | *f* | | 7 | 213.51 | .....Martis...(Spur). | 64.61 | 12 | | *f* | | | | |
| | | | | | | | | 1 51 | | | | | | | | |
| | | | | | | | 215.02 | ..... Union Mill ..... | 63.10 | | | | | | | |
| | | | | | | | | 1.15 | | | | | | | | |
| 3.00 | 3.30 | 3.30 | *f* 6.43 | *f* 7.46 | 6.32 | | 216.17 | .....Prosser Creek .... | 61.95 | | 8.33 | *f* 2.38 | 6.57 | 2.30 | 12.15 | 11.25 |
| | | | | | | | | 0.35 | | | | | | | | |
| | | | | | | 3 | 216.52 | .....Banner Mill..... | 61.60 | 5 | | | | | | |
| | | | | | | | | 1.22 | | | | | | | | |
| 3.10 | 3.35 | 3.40 | *s* **6.50** | *s* 7.50 | 6.35 | | 217.74 | .dn.....Boca.....W. | 60.38 | | 8.27 | *s* 2.32 | *s* **6.50** | 2.20 | 12.05 AM | 11.10 |
| | | | | | | | | 1.79 | | | | | | | | |
| | | | | *f* | | | 219.53 | .*... Burckhalter..(Spur). | 58.59 | | | *f* | | | | |
| | | | | | | | | 2.68 | | | | | | | | |
| | | | *f* | *f* | | 12 | 222.21 | ..... Iceland...(Spur). | 55.91 | 18 | | *f* | | | | |
| | | | | | | | | 0.53 | | | | | | | | |
| | | | | | | | 222.74 | .....Wickes...(Spur). | 55.38 | | | | | | | |
| | | | | | | | | 1.17 | | | | | | | | |
| 3.40 | 4.00 | 4.10 | *s* 7.10 | *s* 8.05 | 6.47 | | 223.91 | .d.....Floriston ....W. | 54.21 | | 8.14 | *f* 2.19 | *s* 6.36 | 1.55 | 11.40 | 10.00 |
| | | | | | | | | 2.17 | | | | | | | | |
| | | | | | | 5 | 226.08 | .....Farad...(Spur). | 52.04 | 10 | | | | | | |
| | | | | | | | | 0.87 | | | | | | | | |
| 3.55 | 4.15 | 4.25 | 7.22 | *f* 8.12 | 6.52 | | 226.95 | .....Mystic..... | 51.17 | | 8.04 | *f* 2.09 | 6.25 | 1.35 | 11.25 | 9.15 |
| | | | *f* | *f* | | | 228.35 | .....Linham...(Spur). | 49.77 | | | *f* | | | | |
| | | | | | | | | 1.09 | | | | | | | | |
| | | | | | | | 229.44 | .*..... Bell....(Spur). | 48.68 | | | | | | | |
| | | | | | | | | 2.26 | | | | | | | | |
| | | | | *f* | | 13 | 231.70 | .*.....Marmol...(Spur). | 46.42 | 20 | | *f* | | | | |
| | | | | | | | | 1.31 | | | | | | | | |
| | | | | | | | 233.01 | .*Essex Ice House..(Spur). | 45.11 | | | | | | | |
| | | | | | | | | 0.35 | | | | | | | | |
| | | | | | | | 233.36 | .....Verdi Mill..(Spur). | 44.76 | | | | | | | |
| | | | | | | | | 0.43 | | | | | | | | |
| 4.30 | 4.40 | 5.00 | *s* **7.45** | *s* 8.27 | 7.05 | | 233.79 | .dn.....Verdi..... | 44.33 | | **7.45** | *f* 1.50 | *s* 6.05 | 12.55 | 10.45 | 8.30 |
| | | | | | | | | 1.80 | | | | | | | | |
| | | | | | | 10 | 235.59 | .*.....Sapo....(Spur). | 42.53 | 18 | | | | | | |
| | | | | | | | | 3.68 | | | | | | | | |
| 4.50 | 4.55 | 5.20 | **7.58** | *f* 8.38 | 7.15 | | 239.27 | .....Lawton..... | 38.85 | | 7.31 | *f* 1.36 | 5.51 | 12.25 | 10.15 | **7.58** |
| | | | | | | 10 | | 4.99 | | 16 | | | | | | |
| 5.10 | **5.35** | 6.00 | *s* 8.10 | *s* 8.50 | *s* 7.25 | | 244.26 | .dn....**RENO**.....W. | 33.86 | | *s* 7.16 | *s* 1.20 | *s* **5.35** | 12,01 PM | 9.50 | 7.30 |
| PM AR | | | | | | | | | | | | | | | | AM LV |
| | | | | | | 12 | 248.57 | .....Edwill...(Spur). | 29.55 | 20 | | | | | | |
| | | | | | | | | 3.33 | | | | | | | | |
| | 5.55 | 6.25 | 8.30 | *f* **9.10** | 7.40 | | 251.90 | .....Vista..... | 26.22 | | 7.04 | *f* 1.06 | 5.22 | 11.20 | **9.10** | |
| | | | | | | 8 | | 4.32 | | 14 | | | | | | |
| | 6.10 | 6.40 | 8.41 | *f* 9.21 | 7.48 | | 256.22 | ..... Hafed..... | 21.90 | | 6.56 | *f* 12.55 | 5.13 | 11.00 | 8.40 | |
| | | | | | | 15 | | 7.64 | | 22 | | | | | | |
| | **6.40** | 7.02 | 8.58 | *f* 9.38 | **8.03** | | 263.86 | .dn.....Clark.....W. | 14.26 | | **6.40** | *f* 12.35 | 4.56 | 10.25 | **8.03** | |
| | | | | | | | | 4.87 | | | | | | | | |
| | | | | | | 15 | 268.73 | ....Salvia Gravel Pit.... | 9.39 | 22 | | | | | | |
| | | | | | | | | 2.68 | | | | | | | | |
| | 7.10 | **7.30** | 9.15 | *f* 9.55 | 8.18 | | 271.41 | ..... Salvia ..... | 6.71 | | 6.24 | *f* 12.16 | 4.39 | 10.00 | **7.30** | |
| | | | | | | 12 | | 6.71 | | 18 | | | | | | |
| | 7.50 | 8.00 | **9.30** | 10.10 | 8.30 | | 278.12 | .dn.**WADSWORTH** W. | 0.00 | | 6.10 | 12.01 | 4.25 | **9.30** | 7.00 | |
| | AM AR | PM AR | AM AR | PM AR | PM AR | | | | | | AM LV | AM LV | AM LV | AM LV | PM LV | |
| | | | | | | | | | | | | | | | | |
| | 6.30 | 8.25 | 5.30 | 5.30 | 12.45 | | | **OGDEN** | | | 12.45 | 4.40 | 10.15 | | 6.30 | |
| | PM AR | AM AR | AM AR | PM AR | PM AR | | | | | | PM LV | AM LV | AM LV | | AM LV | |
| Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | | | | | | Daily. | Daily. | Daily. | Daily | Daily. | Daily. |

Trains Nos. 207 and 208 may carry passengers.

Light engines bound west, **when running extra,** will take siding for east-bound extras.

**All trains must get orders or clearance cards before leaving Truckee and Wadsworth.**

**All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.**

Water supply: Three-quarter mile east of Mystic; one-quarter mile west of Marmol.

* Frogs at these stations taken out part of season.

# SACRAMENTO DIVISION: Roseville and Red Bluff.

## FROM SAN FRANCISCO.

| Third Class. | | | 2d Class. | First Class. | | | | Minimum running time between Stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 32, Aug. 12, 1900. STATIONS. | DISTANCE FROM RED BLUFF. | Minimum running time between Stations for freight trains—minutes. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 226 Red Bluff Freight. Daily. | 224 Red Bluff Freight. Daily. Ex. Sun. | | | 222 Portland Fast Freight. Daily. | | 32 Red Bluff Passenger. Daily. | 16 Oregon Express. Daily. | 12 Oregon Express. Daily. | | | | |
| A M LV 6.45 | A M LV 6.30 | ..... | ..... | A M LV 3.45 | ..... | P M LV 3.25 | A M LV 12.01 | A M LV 9.55 | ..... | ..... | ...SACRAMENTO... | ..... | ..... |
| A M LV 8.10 | ..... | ..... | ..... | ..... | ..... | P M LV 4.10 | 12.40 | ..... | 9 | 108.03 | dn..ROSEVILLE..W. | 116.72 | 13 |
| 8.30 | ..... | ..... | ..... | ..... | ..... | f 4.21 | 12.51 | ..... | 6 | 114.13 | 6.10 Whitney | 110.62 | 9 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | 117.73 | 3.60 Ulm.....(Spur) | 107.02 | |
| 8.50 | ..... | ..... | ..... | ..... | ..... | s 4.30 | s 12.58 | ..... | 6 | 118.32 | 0.59 d..... Lincoln .....W. | 106.43 | 9 |
| 9.20 | ..... | ..... | ..... | ..... | ..... | f 4.38 | 1.06 | ..... | 6 | 122.45 | 4.13 Ewing | 102.30 | 8 |
| 9.35 | ..... | ..... | ..... | ..... | ..... | s 4.44 | 1.12 | ..... | 6 | 126.16 | 3.71 Sheridan | 98.59 | 10 |
| 10.15 | ..... | ..... | ..... | ..... | ..... | s 4.50 | s 1.18 | ..... | 9 | 129.44 | 3.28 d.... Wheatland ... .. | 95.31 | 13 |
| 10.35 | ..... | ..... | ..... | ..... | ..... | f 5.02 | 1.28 | ..... | 12 | 135.72 | 6.28 Ostrom | 89.03 | 18 |
| 11.00 P M 12.10 | ..... | ..... | ..... | A M LV 9.00 | ..... | s 5.15 Yard—See | s 1.40 trains on | page 9.) | 3 | 142.20 | 6.48 d..MARYSVILLE..W. | 82.55 | 4 |
| 12.15 | ..... | ..... | ..... | 9.05 | ..... | 5.24 | 1.47 | ..... | 10 | 143.25 | 1.05 BINNEY JUNC... | 81.50 | 15 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | 146.10 | 2.85 Berg.....(Spur) | 78.65 | |
| 12.40 | ..... | ..... | ..... | 9.21 | ..... | f 5.35 | 1.58 | ..... | 5 | 149.03 | 2.93 Lomo | 75.72 | 7 |
| 1.15 | ..... | ..... | ..... | 9.32 | ..... | s 5.43 | 2.04 | ..... | 8 | 152.93 | 3.90 d..... Live Oak | 71.82 | 13 |
| 1.55 | ..... | ..... | ..... | 9.48 | ..... | s 5.55 | Foot-note. s 2.15 | ..... | 5 | 159.39 | 6.46 d..... Gridley | 65.36 | 7 |
| 2.40 | ..... | ..... | ..... | 10.00 | ..... | s 6.02 | s 2.24 | ..... | 9 | 162.86 | 3.47 d..... Biggs..... W. | 61.89 | 13 |
| 3.00 | ..... | ..... | ..... | 10.17 | ..... | f 6.16 | 2.37 | ..... | 6 | 168.78 | 5.92 Silsby | 55.97 | 9 |
| 3.20 | ..... | ..... | ..... | 10.29 | ..... | s 6.24 | 2.44 | ..... | 9 | 172.88 | 4.10 Nelson | 51.87 | 14 |
| 3.50 | ..... | ..... | ..... | 10.50 | ..... | s 6.37 | 2.54 | ..... | 8 | 179.48 | 6.60 d..... Durham | 45.27 | 12 |
| ..... | ..... | ..... | ..... | ..... | ..... | f ..... | ..... | ..... | | 183.31 | 3.83 Falkner....(Spur) | 41.44 | |
| 5.10 | ..... | ..... | ..... | 11.05 | ..... | s 6.50 | s 3.05 | ..... | 10 | 185.56 | 2.25 d..... Chico .....W. | 39.19 | 13 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | 190.46 | 4.90 Pond.....(Spur) | 34.29 | 5 |
| 5.35 | ..... | ..... | ..... | 11.28 | ..... | s 7.10 | 3.22 | ..... | 3 | 192.63 | 2.17 Nord | 32.12 | 5 |
| 5.45 | ..... | ..... | ..... | 11.33 | ..... | f 7.15 | 3.25 | ..... | 2 | 194.97 | 2.34 Anita | 29.78 | 5 |
| 5.55 | ..... | ..... | ..... | 11.38 | ..... | f 7.19 | 3.29 | ..... | 3 | 197.36 | 2.39 Cana | 27.39 | 6 |
| 6.05 | ..... | ..... | ..... | 11.44 | ..... | f 7.23 | 3.33 | ..... | 5 | 200.12 | 2.76 Soto.....(Spur) | 24.63 | 8 |
| 6.40 | ..... | ..... | ..... | 11.54 | ..... | s 7.31 | s 3.40 | ..... | 11 | 204.41 | 4.29 d.....Vina..... | 20.34 | 16 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | 205.96 | 1.55 Copeland..... | 18.79 | |
| ..... | ..... | ..... | ..... | ..... | ..... | f ..... | ..... | ..... | | 208.50 | 2.54 Ensign....(Spur) | 16.25 | |
| 7.05 | ..... | ..... | ..... | P M 12.11 | ..... | f 7.44 | 3.52 | ..... | 5 | 211.84 | 3.34 Sesma | 12.91 | 7 |
| 7.20 | P M LV 7.05 | ..... | ..... | 12.20 | ..... | s 7.50 | s 3.59 | P M LV 2.50 | 6 | 213.09 | 1.25 d....TEHAMA ...W. | 11.66 | 8 |
| ..... | ..... | ..... | ..... | ..... | ..... | f ..... | ..... | f ..... | | 214.77 | 1.68 Tyler.....(Spur) | 9.98 | |
| 7.35 | 7.20 | ..... | ..... | 12.35 | ..... | f 8.00 | 4.07 | f 3.00 | 5 | 217.11 | 2.34 Proberta | 7.64 | 7 |
| 7.45 | 7.30 | ..... | ..... | 12.45 | ..... | f 8.05 | 4.12 | f 3.06 | 8 | 220.15 | 3.04 Rawson | 4.60 | 10 |
| 8.15 P M AR | 7.45 P M AR | ..... | ..... | 1.00 P M AR | ..... | 8.15 P M AR | 4.20 A M AR | 3.15 P M AR | ..... | 224.75 | 4.60 dn..RED BLUFF..W. | 0.00 | ..... |
| Daily. | Daily. Ex. Sun. | | | Daily. | | Daily. | Daily. | Daily. | | | | | |

## TOWARD SAN FRANCISCO.

| First Class. | | | | 2d Class. | Third Class. | |
|---|---|---|---|---|---|---|
| 11 California Express. Daily. | 15 California Express. Daily. | 31 Red Bluff Passenger. Daily. | | 221 Portland Fast Freight. Daily. | 223 Red Bluff Freight. Daily. Ex. Sun. | 225 Red Bluff Freight. Daily. |
| P M AR 5.10 | A M AR 4.35 | A M AR 9.50 | ..... | P M AR 10.00 | ..... | P M AR 6.50 | P M AR 8.30 |
| ..... | A M AR 3.58 | A M AR 9.10 | ..... | ..... | ..... | ..... | P M AR 7.10 |
| ..... | 3.47 | f 8.58 | ..... | ..... | ..... | ..... | 6.45 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | s 3.38 | s 8.50 | ..... | ..... | ..... | 6.30 |
| ..... | ..... | 3.29 | f 8.42 | ..... | ..... | ..... | 5.25 |
| ..... | ..... | 3.22 | s 8.36 | ..... | ..... | ..... | 5.10 |
| ..... | ..... | s 3.15 | s 8.30 | ..... | ..... | ..... | 4.50 |
| ..... | ..... | 3.05 | f 8.19 | ..... | ..... | ..... | 4.10 |
| ..... (Marysville | s 2.45 Yard—See | s 8.00 trains on | page 9.) | P M AR 4.45 | ..... | ..... | 3.45 2.10 |
| ..... | 2.42 | 7.56 | ..... | 4.40 | ..... | ..... | 2.00 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 2.32 | f 7.44 | ..... | 4.22 | ..... | ..... | 1.35 |
| ..... | 2.26 | s 7.36 | ..... | 4.11 | ..... | ..... | 1.15 |
| ..... | Foot-note. s 2.15 | s 7.23 | ..... | 3.56 | ..... | ..... | 12.50 |
| ..... | s 2.03 | s 7.14 | ..... | 3.46 | ..... | ..... | 12.15 |
| ..... | 1.50 | f 7.04 | ..... | 3.31 | ..... | ..... | P M 11.35 |
| ..... | 1.43 | s 6.56 | ..... | 3.20 | ..... | ..... | 11.20 |
| ..... | 1.31 | s 6.43 | ..... | 3.05 | ..... | ..... | 10.50 |
| ..... | ..... | f ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | s 1.15 | s 6.27 | ..... | 2.50 | ..... | ..... | 10.20 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 1.02 | s 6.13 | ..... | 2.29 | ..... | ..... | 9.10 |
| ..... | 12.59 | f 6.09 | ..... | 2.23 | ..... | ..... | 9.00 |
| ..... | 12.56 | f 6.05 | ..... | 2.17 | ..... | ..... | 8.50 |
| ..... | 12.52 | f 6.00 | ..... | 2.10 | ..... | ..... | 8.40 |
| ..... | s 12.44 | s 5.52 | ..... | 1.58 | ..... | ..... | 8.25 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | f ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 12.32 | f 5.39 | ..... | 1.40 | ..... | ..... | 7.50 |
| P M AR 12.20 | s 12.25 | s 5.33 | ..... | 1.30 | ..... | A M AR 7.25 | 7.40 |
| f ..... | ..... | f ..... | ..... | ..... | ..... | ..... | ..... |
| f 12.11 | 12.18 | f 5.25 | ..... | 1.20 | ..... | 7.10 | 7.25 |
| f 12.05 | 12.13 | f 5.19 | ..... | 1.12 | ..... | 7.00 | 7.15 |
| P M 11.55 | 12.05 | 5.10 | ..... | 1.00 P M LV | ..... | 6.45 A M LV | 7.00 A M LV |
| A M LV Daily. | A M LV Daily. | A M LV Daily. | | Daily | | Daily. Ex. Sun. | Daily |

Light engines bound west, when running extra, will take siding for east-bound extras.

**All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.**

**All trains must get orders or clearance cards before leaving Red Bluff.**

Trains Nos. 221, 222, 223, 224, 225 and 226 may carry passengers.

When Trains Nos. 15 and 16 meet at Gridley, Train No. 15 will take siding.

# SACRAMENTO DIVISION: Red Bluff and Dunsmuir.

## FROM SAN FRANCISCO.

| Third Class. | | Second Class. | First Class. | | | Minimum running time between Stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO VIA MARYSVILLE. | TIME TABLE No. 32, Aug. 12, 1900. STATIONS. | DISTANCE FROM DUNSMUIR. | Minimum running time between Stations for freight trains—minutes. |
|---|---|---|---|---|---|---|---|---|---|---|
| 228 Way Freight. Daily. | 226 Oregon Freight. Daily. | | 222 Portland Fast Freight. Daily. | 16 Oregon Express. Daily. | 12 Oregon Express. Daily. | | | | | |
| | | | P M LV 11.00 | P M LV 8.05 | A M LV 7.00 | | | SAN FRANCISCO | | |
| A M LV 7.15 | P M LV 9.00 | | P M LV 2.00 | A M LV 4.35 | P M LV 3.25 | | 224.75 | dn. RED BLUFF W. | 98.38 | |
| | | | | | | 18 | 225.73 | 0.98 Stan'd Oil Co. No. 1. (Spur) | 97.40 | 27 |
| 7.50 | 9.40 | | 2.32 | 5.02 | f 3.52 | | 235.04 | 9.31 Hooker | 88.09 | |
| 8.30 | 10.15 | | 2.52 | s 5.15 | s 4.05 | 12 | 241.79 | 6.75 d. Cottonwood W. | 81.34 | 18 |
| | | | | | | 11 | 247.89 | 6.10 Enright. (Spur) | 75.24 | 16 |
| 9.20 | 11.00 | | 3.15 | s 5.29 | s 4.19 | | 248.49 | 0.60 d. Anderson | 74.64 | |
| | | | | | f | 11 | 250.57 | 2.08 Anderson Brick Yd. | 72.56 | 17 |
| 10.00 | 11.25 | | 3.32 | 5.40 | f 4.30 | | 254.74 | 4.17 Girvan | 68.39 | |
| | | | | | | 8 | 258.91 | 4.17 Cal. Powder Works (Spur) | 64.22 | 12 |
| | | | | | | | 259.21 | 0.30 Stan'd Oil Co. No. 2. (Spur) | 63.92 | |
| A M 10.30 | 12.15 | | 3.50 | s 5.50 | ¶ 4.40 5.00 | | 259.63 | 0.42 d. REDDING W. | 63.50 | 8 |
| 11.20 | 12.30 | | 4.02 | 6.02 | f 5.08 | 6 | 262.36 | 2.73 Middle Creek | 60.77 | |
| P M 12.15 | 1.00 | | 4.13 | s 6.09 | s 5.18 | 6 | 265.28 | 2.92 d. Keswick | 57.85 | 9 |
| 12.30 | 1.15 | | 4.22 | 6.15 | f 5.25 | 5 | 267.32 | 2.04 Central Mine | 55.81 | 7 |
| 12.55 | 1.45 | | 4.30 | 6.21 | f 5.31 | 5 | 269.33 | 2.01 Copley W. | 53.80 | 7 |
| 1.40 | 2.15 | | 4.55 | f 6.39 | f 5.49 | 16 | 276.98 | 7.65 d. Kennet | 46.15 | 23 |
| 2.00 | 2.40 | | 5.10 | 6.49 | f 5.59 | 10 | 281.52 | 4.54 Morley W. | 41.61 | 14 |
| 2.15 | 2.55 | | 5.25 | 6.58 | f 6.08 | 9 | 285.17 | 3.65 Elmore | 37.96 | 13 |
| | | | | f | f | 15 | 291.83 | 6.66 Baird. (Spur) | 31.30 | 22 |
| 2.50 | 3.25 | | 5.50 | 7.14 | f 6.24 | | 292.45 | 0.62 Smithson | 30.68 | |
| 3.30 | 3.55 | | 6.15 | s 7.30 | s 6.40 | 13 | 298.11 | 5.66 dn. Delta W. | 25.02 | 19 |
| 3.55 | 4.10 | | 6.30 | 7.41 | 6.51 | 7 | 301.33 | 3.22 Slatonis. (Spur) | 21.80 | 10 |
| | | | | | f | 9 | 301.68 | 0.35 Lamoine. (Spur) | 21.45 | 13 |
| 4.30 | 4.30 | | 7.05 | 7.55 | f 7.05 | | 305.33 | 3.65 Gibson | 17.80 | |
| 4.55 | 4.50 | | 7.30 | 8.06 | 7.16 | 8 | 308.66 | 3.33 Chromite. (Spur) | 14.47 | 12 |
| 5.20 | 5.10 | | 7.40 | Foot-note. f 8.15 | f 7.25 | 5 | 310.93 | 2.27 d. Sims W. | 12.20 | 7 |
| | | | | | f | 8 | 313.45 | 2.52 Kolka. (Spur) | 9.68 | 12 |
| 5.40 | 5.25 | | 7.54 | 8.26 | f 7.36 | | 314.17 | 0.72 Conant | 8.96 | |
| 6.10 | 5.45 | | 8.10 | f 8.36 | s 7.45 | 5 | 316.33 | 2.16 d. Castella | 6.80 | 7 |
| 6.30 | 6.05 | | 8.35 | f 8.49 | f 7.58 | 7 | 319.23 | 2.90 Castle Crag | 3.90 | 10 |
| 6.50 | 6.20 | | 8.50 | 9.04 | 8.09 | 5 | 321.53 | 2.30 Chestnut | 1.60 | 7 |
| | | | | | | 4 | 322.20 | 0.67 Kelvin. (Spur) | 0.93 | 6 |
| 7.00 P M AR | 6.30 A M AR | | 9.00 P M AR | 9.10 A M AR | 8.15 P M AR | | 323.13 | 0.93 dn. DUNSMUIR W. | 0.00 | |
| | | | 7.05 A M AR | 7.45 A M AR | 6.30 P M AR | | | PORTLAND | | |
| Daily. | Daily. | | Daily. | Daily. | Daily. | | | | | |

## TOWARD SAN FRANCISCO.

| First Class. | | | Second Class. | Third Class. | |
|---|---|---|---|---|---|
| 11 California Express. Daily. | 15 California Express. Daily. | | 221 Portland Fast Freight. Daily. | 225 Oregon Freight. Daily. | 227 Way Freight. Daily. |
| P M AR 7.45 | A M AR 8.15 | | A M AR 3.40 | | |
| A M AR 11.45 | P M AR 11.50 | | A M AR 11.45 | A M AR 5.40 | P M AR 7.15 |
| | | | | | |
| f 11.24 | 11.29 | | 11.05 | 5.02 | 6.30 |
| s 11.08 | s 11.13 | | 10.37 | 4.20 | 6.00 |
| | | | | | |
| s 10.55 | s 11.00 | | 10.20 | 3.55 | 5.15 |
| f | | | | | |
| f 10.43 | 10.48 | | 10.00 | 3.30 | 4.30 |
| | | | | | |
| | | | | | |
| s 10.30 | s 10.35 | | 9.45 | 3.10 | 3.50 |
| f 10.22 | 10.27 | | 9.33 | 2.30 | 3.15 |
| s 10.15 | s 10.20 | | 9.24 | 2.15 | 3.00 |
| f 10.10 | 10.15 | | 9.16 | 1.55 | 2.30 |
| f 10.05 | 10.10 | | 9.09 | 1.45 | 2.15 |
| f 9.48 | f 9.53 | | 8.45 | 1.15 | 1.40 |
| f 9.37 | 9.42 | | 8.31 | 12.50 | 1.15 |
| f 9.28 | 9.33 | | 8.18 | 12.30 A M | 1.00 |
| f | f | | | | |
| f 9.11 | 9.16 | | 7.53 | 11.55 | 12.25 P M |
| s 8.55 | s 9.02 | | 7.30 | 11.20 | 11.55 |
| 8.46 | 8.53 | | 7.10 | 10.55 | 11.30 |
| f | | | | | |
| f 8.35 | 8.44 | | 6.55 | 10.35 | 11.00 |
| 8.24 | 8.36 | | 6.43 | 10.20 | 10.40 |
| Foot-note f 8.15 | f 8.30 | | 6.35 | 10.10 | 10.30 |
| f | | | | | |
| f 8.03 | 8.19 | | 6.22 | 9.50 | 10.15 |
| f 7.55 | f 8.10 | | 6.15 | 9.35 | 9.55 |
| f 7.43 | f 7.58 | | 6.05 | 9.20 | 9.35 |
| 7.35 | 7.50 | | 5.57 | 9.10 | 9.20 |
| | | | | | |
| 7.30 A M LV | 7.45 P M LV | | 5.50 A M LV | 9.00 P M LV | 9.10 A M LV |
| 8.30 A M LV | 8.30 P M LV | | 4.20 P M LV | | |
| Daily. | Daily. | | Daily. | Daily. | Daily. |

**All trains must get orders or clearance cards before leaving Red Bluff and Dunsmuir.**
**All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.**
When Trains Nos. 11 and 16 meet at Sims, Train No. 11 will take siding. Light engines bound west, when running extra, will take siding for east-bound extras.
Nos. 11 and 12 will stop on signal at Buckeye. Nos. 11, 12, 15 and 16 will stop on signal at Sweet Briar and Bailey. Trains Nos. 227 and 228 may carry passengers.

# SACRAMENTO DIVISION: Davis and Tehama.

## FROM SAN FRANCISCO.

| Second Class. | | First Class. | | | Minimum running time between Stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 32, Aug. 12, 1900. STATIONS. | DISTANCE FROM TEHAMA. | Minimum running time between Stations for freight trains—minutes. | TOWARD SAN FRANCISCO. First Class. | | | Second Class. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 224 Red Bluff Freight. Daily, Ex. Sun. | | 222 Portland Fast Freight. Daily. | 18 Oroville Passenger. Daily. | 14 Oroville Passenger. Daily. | 12 Oregon Express. Daily. | | | | | 11 California Express. Daily. | 13 Oroville Passenger. Daily. | 17 Oroville Passenger. Daily. | 221 Portland Fast Freight Daily. | 223 Red Bluff Freight. Daily, Ex. Sun. |
| A M LV 6.30 | | A M LV 3.45 | P M LV 7.15 | A M LV 10.30 | A M LV 9.55 | | | | | P M AR 5.10 | P M AR 4.30 | A M AR 7.50 | P M AR 10.00 | P M AR 6.50 |
| For time Sacramento to Davis see Western Division time table. | | | | | | | | | | For time Davis to Sacramento see Western Division time table. | | | | |
| A M LV 8.00 | | A M LV 5.00 | P M LV 7.50 | A M LV 11.10 | A M LV 10.35 | | 76.56 | dn. DAVIS W. | 110.80 | P M AR 4.20 | P M AR 3.50 | A M AR 7.15 | P M AR 8.45 | P M AR 5.30 |
| 8.15 | | 5.20 | f 8.00 | f 11.21 | f 10.45 | 8 | 81.61 | 5.05 Merritt | 105.75 | 4.10 | f 3.40 | f 7.05 | 8.28 | 5.10 |
| 8.25 | | 5.30 | f 8.05 | f 11.26 | f 10.50 | 4 | 84.12 | 2.51 Mullen | 103.24 | 4.05 | f 3.35 | f 7.00 | 8.20 | 5.00 |
| 9.15 | | 5.40 | **8.09** | 11.32 | s 10.54 | 3 | 85.95 | 1.83 d. WOODLAND W. | 101.41 | s 4.00 | 3.30 | 6.55 | **8.09** | 4.50 |
| | | A M AR | P M AR | A M AR | f | 9 | 90.17 | 4.22 Elvaton (Spur) | 97.19 | f | P M LV | A M LV | P M LV | |
| 9.40 | | | | | s 11.07 | | 90.86 | 0.69 d. Yolo | 96.50 | s 3.48 | | | | 4.10 |
| | | | | | f | 9 | 94.74 | 3.88 Ronda (Spur) | 92.62 | f | | | | |
| 10.15 | | | | | s 11.18 | 3 | 96.74 | 2.00 d. Zamora | 90.62 | s **3.38** | | | | **3.38** |
| 10.25 | | | | | f 11.23 | 8 | 98.86 | 2.12 Bretona | 88.50 | f 3.34 | | | | 3.15 |
| 10.55 | | | | | s 11.34 | 5 | 104.26 | 5.40 d. Dunnigan W. | 83.10 | s 3.22 | | | | 2.55 |
| 11.10 | | | | | f 11.40 | 3 | 107.37 | 3.11 Hershey | 79.99 | f 3.16 | | | | 2.30 |
| 11.15 | | | | | f 11.44 | 8 | 109.30 | 1.93 Harrington | 78.06 | f 3.13 | | | | 2.25 |
| **11.55** P M | | | | | s **11.55** P M | 6 | 114.47 | 5.17 d. Arbuckle | 72.89 | s 3.03 | | | | 2.10 |
| 12.20 | | | | | f 12.05 | 1 | 118.53 | 4.06 Genevra W. | 68.83 | f 2.55 | | | | 1.35 |
| 12.25 | | | | | f 12.07 | 9 | 119.46 | 0.93 Macy | 67.90 | f 2.54 | | | | 1.30 |
| **1.00** | | | | | s 12.18 | 7 | 125.19 | 5.73 d. Williams | 62.17 | s 2.43 | | | | **1.00** |
| 1.30 | | | | | s **12.30** | 6 | 130.13 | 4.94 d. COLUSA JUNC. | 57.23 | s 2.33 | | | | **12.30** P M |
| **2.26** | | | | | s 12.40 | 8 | 134.04 | 3.91 d. Maxwell W. | 53.32 | s **2.26** | | | | 11.55 |
| 2.45 | | | | | f 12.50 | 5 | 139.23 | 5.24 Delavan | 48.08 | f 2.16 | | | | 11.25 |
| 3.00 | | | | | s 12.58 | 3 | 142.94 | 3.66 Norman | 44.42 | s 2.08 | | | | 11.10 |
| 3.10 | | | | | f 1.03 | 8 | 145.30 | 2.36 Logandale | 42.06 | f 2.04 | | | | 10.55 |
| 3.40 | | | | | ¶ 1.15 1.35 | 5 | 150.87 | 5.57 d. WILLOWS W. | 36.49 | s 1.52 | | | | 10.30 |
| 3.50 | | | | | f **1.45** | 5 | 154.24 | 3.37 Lyman | 33.12 | f **1.45** | | | | 9.55 |
| 4.15 | | | | | s 1.53 | 8 | 157.81 | 3.57 d. Germantown | 29.55 | s 1.39 | | | | 9.45 |
| | | | | | | | 161.46 | 3.65 Greenwood Gravel Pit (Spur) | 25.96 | | | | | |
| 4.50 | | | | | f 2.02 | 5 | 162.94 | 1.48 Greenwood | 24.42 | f 1.29 | | | | 9.00 |
| 5.25 | | | | | s 2.07 | 6 | 166.40 | 3.46 d. Orland W. | 20.96 | s 1.21 | | | | 8.50 |
| 5.40 | | | | | f 2.16 | 7 | 170.01 | 3.61 Malton | 17.35 | f 1.14 | | | | 8.35 |
| 5.55 | | | | | s 2.24 | 8 | 174.35 | 4.34 Kirkwood | 13.01 | s 1.06 | | | | 8.20 |
| 6.30 | | | | | s 2.33 | 5 | 179.53 | 5.18 d. Corning | 7.83 | 12.57 ¶ 12.37 | | | | 8.00 |
| 6.40 | | | | | f 2.39 | 4 | 182.80 | 3.27 Richfield | 4.56 | f 12.31 | | | | 7.45 |
| | | | | | | | 183.27 | 0.47 Thomes Creek Gr. Pit (Spur) | 4.09 | | | | | |
| 6.50 | | | | | f 2.43 | 4 | 184.88 | 1.61 Finnell | 2.48 | f 12.27 | | | | 7.37 |
| 7.00 | | | | | 2.48 | | 187.36 | 2.48 d. TEHAMA W. | 0.00 | 12.22 | | | | 7.30 |
| P M AR | | | | | P M AR | | | | | P M LV | | | | A M LV |
| Daily, Ex. Sun. | | Daily. | Daily. | Daily. | Daily | | | | | Daily. | Daily. | Daily. | Daily. | Daily, Ex. Sun |

Trains Nos. 221, 222, 223 and 224 may carry passengers.
**All trains must get orders or clearance cards before leaving Davis.**

**All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.**
**Light engines bound west, WHEN RUNNING EXTRA, will take siding for east-bound extras.**

# SACRAMENTO DIVISION: Woodland and Oroville.

## FROM SAN FRANCISCO.

| Second Class. | First Class. | | | Minimum running time between Stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 32, Aug. 12, 1900. STATIONS. | DISTANCE FROM OROVILLE. | Minimum running time between Stations for freight trains—minutes. | TOWARD SAN FRANCISCO. First Class. | | Second Class. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 222 Portland Fast Freight. Daily. | 18 Oroville Passenger. Daily. | 14 Oroville Passenger. Daily. | | | | | | | 13 Oroville Passenger. Daily. | 17 Oroville Passenger. Daily. | 221 Portland Fast Freight. Daily. |
| AM LV 5.45 | PM LV 8.10 | AM LV 11.35 | | | 85.95 | d. WOODLAND W. | 63.55 | | PM AR 3.27 | AM AR 6.53 | PM AR 8.00 |
| | f | f | | 9 | 88.50 | 2.55 Peart (Spur). | 61.00 | 12 | f | f | |
| | | | | | 90.34 | 1.84 Laugenour. (Spur). | 59.16 | | | | |
| 6.05 | f 8.22 | f 11.47 | | 7 | 91.03 | 0.69 Curtis. (Spur). | 58.47 | 10 | f 3.15 | f 6.42 | 7.40 |
| 6.33 | s 8.32 | s 11.57 | | 24 | 95.13 | 4.10 d. Knights Landing | 54.37 | 30 | s 3.05 | s 6.33 | 7.25 |
| 7.15 | f 9.05 | PM f 12.27 | | 4 | 106.16 | 11.03 Chandler | 43.34 | 6 | f 2.33 | f 6.03 | 6.45 |
| 7.25 | s 9.10 | s 12.32 | | 6 | 108.56 | 2.40 Marcuse | 40.94 | 9 | s 2.28 | s 5.58 | 6.35 |
| | f | f | | | 110.44 | 1.88 Wilson (Spur). | 39.06 | | f | f | |
| 7.40 | s 9.18 | s 12.40 | | 1 | 112.46 | 2.02 Tudor W. | 37.04 | 2 | s 2.20 | s 5.50 | 6.15 |
| 7.43 | f 9.20 | f 12.42 | | 5 | 113.36 | 0.90 Abbott | 36.14 | 8 | f 2.18 | f 5.48 | 6.10 |
| 7.55 | f 9.28 | f 12.49 | | 7 | 116.96 | 3.60 Oswald | 32.54 | 10 | f 2.11 | f 5.41 | 6.00 |
| | f | f | | | 118.72 | 1.76 Bogue (Spur). | 30.78 | | f | f | |
| 8.20 | s 9.37 | s 12.58 | | 4 | 121.36 | 2.64 d. Yuba City | 28.14 | 6 | s 2.01 | s 5.31 | 5.40 |
| 8.30 | s 9.42 | s 1.04 | | 3 | 122.83 | 1.47 E. St., Marysville. W. | 26.67 | 4 | s 1.55 | s 5.25 | 5.15 |
| 8.35 | s 9.47 | 1.10 / 1.25 | | | 123.35 | 0.52 d. MARYSVILLE W. | 26.15 | | 1.50 / 1.40 | s 5.15 | 5.10 |
| AM AR | (Marysville | Yard—See | trains on page 6.) | 3 | | 1.05 | | 4 | (Marysville | Yard—See trains on page 6.) | PM LV |
| | s 9.56 | s 1.35 | | | 124.40 | BINNEY JUNCTION | 25.10 | | s 1.35 | s 5.10 | |
| | f 10.14 | f 2.00 | | 16 | 132.40 | 8.00 Ramirez (Spur). | 17.10 | 24 | f 1.17 | f 4.52 | |
| | f 10.19 | f 2.05 | | 4 | 134.50 | 2.10 Coombs (Spur). | 15.00 | 6 | f 1.12 | f 4.48 | |
| | s 10.24 | s 2.15 | | 4 | 136.70 | 2.20 Honcut | 12.80 | 6 | s 1.05 | s 4.43 | |
| | f 10.27 | f 2.20 | | 2 | 137.40 | 0.70 Vaucluse (Spur). | 12.10 | 3 | f 1.00 | f 4.40 | |
| | | | | 13 | 143.08 | 5.68 Hearst (Spur). | 6.42 | 19 | | | |
| | s 10.41 | s 2.40 | | | 144.20 | 1.12 Palermo | 5.30 | | s 12.35 | s 4.25 | |
| | f 10.48 | f 2.51 | | 6 | 146.80 | 2.60 Villa Verona | 2.70 | 9 | f 12.25 | f 4.18 | |
| | 10.55 PM AR | 3.00 PM AR | | 7 | 149.50 | 2.70 d. OROVILLE W. | 0.00 | 9 | 12.15 PM LV | 4.10 AM LV | |
| Daily. | Daily. | Daily. | | | | | | | Daily. | Daily. | Daily. |

## WILLOWS AND FRUTO.

| 262 Fruto Passenger and Freight. Daily, Ex. Sun. | Minimum running time between Stations for passenger trains—minutes | DISTANCE FROM SAN FRANCISCO. | STATIONS. | DISTANCE FROM FRUTO. | Minimum running time between Stations for freight trains—minutes. | 261 Fruto Passenger and Freight. Daily, Ex. Sun. |
|---|---|---|---|---|---|---|
| PM LV 2.20 | | 150.87 | d. WILLOWS | 17.10 | | AM AR 11.00 |
| f 2.40 | 14 | 156.77 | 5.90 Kurand | 11.20 | 21 | f 10.40 |
| f 2.55 | 13 | 160.57 | 3.80 Millsholm | 7.40 | 20 | f 10.25 |
| f 3.10 | 13 | 164.57 | 4.00 Athena | 3.40 | 20 | f 10.10 |
| 3.30 PM AR | 13 | 167.97 | 3.40 d. FRUTO | 0.00 | 18 | 9.50 AM LV |
| Daily, Ex. Sun. | | | | | | Daily, Ex. Sun. |

Nos. 13, 14, 17 and 18 will stop on signal at Vernon, Lee and Cox's Lane.
Trains Nos. 13 and 14 will do freight work between Marysville and Oroville.
Trains Nos. 221 and 222 may carry passengers.
Light engines bound west, **when running extra,** will take siding for east-bound extras.
**All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.**

# SACRAMENTO DIVISION: Sacramento and Placerville.

## FROM SAN FRANCISCO.

| Second Class. | | First Class. | | Minimum running time between Stations for passenger trains—minutes. | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 32, Aug. 12, 1900. STATIONS. | DISTANCE FROM PLACERVILLE. | Minimum running time between Stations for freight trains—minutes. | TOWARD SAN FRANCISCO. | |
|---|---|---|---|---|---|---|---|---|---|---|
| 264 Placerville Pass. and Freight. Daily. Ex. Sun. | | 64 Placerville Passenger. Daily. | | | | | | | First Class. 63 Placerville Passenger. Daily. | Second Class. 263 Placerville Pass. and Freight. Daily, Ex. Sun. |
| A M LV 6.00 | | P M LV 3.15 | | | 89.79 | dn SACRAMENTO W. 5.64 | 59.67 | | A M AR 9.35 | P M AR 3.55 |
| For time Sacramento to Brighton | | see Western Division time table. | | | | | | | For time Brighton to Sacramento | see Western Division time table. |
| A M LV 6.26 | | P M LV 3.31 | | | 95.43 | d.....Brighton..... 1.29 | 54.03 | | A M AR 9.19 | P M AR 3.25 |
| f 6.30 | | f 3.34 | | 2 | 96.72 | .....Perkins..... 1.60 | 52.74 | 3 | f 9.16 | f 3.18 |
| f 6.35 | | f 3.37 | | 3 | 98.32 | ..... Manlove ..... 1.44 | 51.14 | 4 | f 9.13 | f 3.06 |
| f 6.40 | | f 3.40 | | 2 | 99.76 | ..... Mayhew..... 1.76 | 49.70 | 3 | f 9.10 | f 2.55 |
| f 6.45 | | f 3.43 | | 3 | 101.52 | ..... Routier..... 0.86 | 47.94 | 4 | f 9.06 | f 2.42 |
| f 6.50 | | f 3.45 | | 1 | 102.38 | ..... Mills..... 2.15 | 47.08 | 2 | f 9.04 | f 2.35 |
| f 6.56 | | f 3.50 | | 4 | 104.53 | .....Soudan ..... 1.53 | 44.93 | 5 | f 8.59 | f 2.22 |
| f 7.01 | | f 3.54 | | 3 | 106.06 | .....Salsbury..... 2.20 | 43.40 | 5 | f 8.55 | f 2.15 |
| f 7.10 | | f 3.59 | | 4 | 108.26 | .....Natoma ..... 0.96 | 41.20 | 6 | f 8.50 | f 2.03 |
| f 7.15 | | f 4.01 | | 2 | 109.22 | ..... Alder Creek..... 1.60 | 40.24 | 3 | f 8.48 | f 1.57 |
| | | | | 5 | 110.82 | .....Orchard ..(Spur). 1.04 | 38.64 | 7 | | |
| s 7.40 | | s 4.10 | | | 111.86 | d.... FOLSOM ....W. 6.89 | 37.60 | | s 8.40 | s 1.45 |
| f 8.19 | | f 4.30 | | 15 | 118.75 | .....White Rock..... 5.09 | 30.71 | 20 | f 8.19 | f 1.10 |
| f 8.35 | | f 4.42 | | 9 | 123.84 | ..... Cothrin...(Spur). 3.06 | 25.62 | 12 | f 8.07 | f 12.57 |
| s 8.55 | | s 4.51 | | 6 | 126.90 | .d.....Latrobe ..... 1.54 | 22.56 | 8 | s 7.58 | s 12.47 |
| | | | | 5 | 128.44 | ..... Flonellis . (Spur) 0.65 | 21.02 | 6 | | |
| f 9.05 | | f 4.59 | | | 129.09 | ..... Brela....(Spur). 1.45 | 20.37 | | f 7.50 | f 12.36 |
| f 9.10 | | f 5.03 | | 3 | 130.54 | ..... Brandon ..(Spur). 1.65 | 18.92 | 4 | f 7.45 | f 12.31 |
| f 9.15 | | f 5.08 | | 3 | 132.19 | ..... Dugan..... 2.10 | 17.27 | 4 | f 7.40 | f 12.26 |
| f 9.25 | | f 5.14 | | 4 | 134.29 | .....Bennett...(Spur). 3.38 | 15.17 | 5 | f 7.34 | f 12.19 |
| s 9.45 | | s 5.24 | | 7 | 137.67 | .d..Shingle Springs..W. 3.59 | 11.79 | 9 | s 7.24 | s 12.08 |
| f 10.00 | | f 5.34 | | 7 | 141.26 | ..... Cummings ..... 2.20 | 8.20 | 10 | f 7.13 | P M f 11.53 |
| s 10.10 | | s 5.40 | | 5 | 143.46 | .d.....El Dorado ..... 2.30 | 6.00 | 6 | s 7.06 | s 11.45 |
| s 10.30 | | s 5.49 | | 5 | 145 76 | .d..... Diamond..... 3.70 | 3.70 | 6 | s 6.58 | s 11.30 |
| Foot-note. 10.45 | | 6.00 | | 8 | 149.46 | d. PLACERVILLE. W. | 0.00 | 12 | 6.45 | Foot-note. 11.15 |
| A M AR | | P M AR | | | | | | | A M LV | A M LV |
| Daily, Ex. Sun. | | Daily. | | | | | | | Daily. | Daily. Ex. Sun. |

All trains will stop on signal at New Ramona.

Light engines bound west, **when running extra,** will take siding for east-bound extras.

**All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.**

**Exception: Train No. 264 has right of track over Train No. 263.**

Water Supply one mile east of Dugan; one-quarter mile east of Cummings.

# SPECIAL RULES.

**Standard clocks** are located at Sacramento (Train Dispatcher's office), Rocklin, Truckee, Wadsworth, Red Bluff and Dunsmuir.

Trains taking siding to meet opposing trains at the following named stations will use the siding indicated :

At Colfax, east-bound trains will use the south siding and west-bound trains will use the north siding ;

At Shady Run, the north siding ;

At Blue Cañon, the upper siding ;

At Emigrant Gap, the lower siding ;

At Summit, the middle siding.

Trains must not pass the further switch of these sidings until due to leave, except by special order or when properly protected. At points not named in this rule the customary passing track will be treated in the same manner.

When two trains meet at a siding on a grade, one train must not move until the other has passed over both switches of the passing track. In case both trains are ready to leave at the same time, the train of superior right will move first.

*Trains* must not be run from the *instant of their departure* from any station to the *instant of their arrival* at the next station in less time than given in the column headed *"Minimum running time between Stations"* for passenger and freight trains respectively.

Pusher engines, running in the middle or rear of trains, must be uncoupled from forward portion before taking water at water tanks.

At Emigrant Gap, Cisco, Cascade, Summit, Lake View and Tunnel 13, semaphore lamps must be kept burning at all hours, day and night; also at Tamarack during the time office is open.

All trains must use at least six minutes in crossing American River trestle.

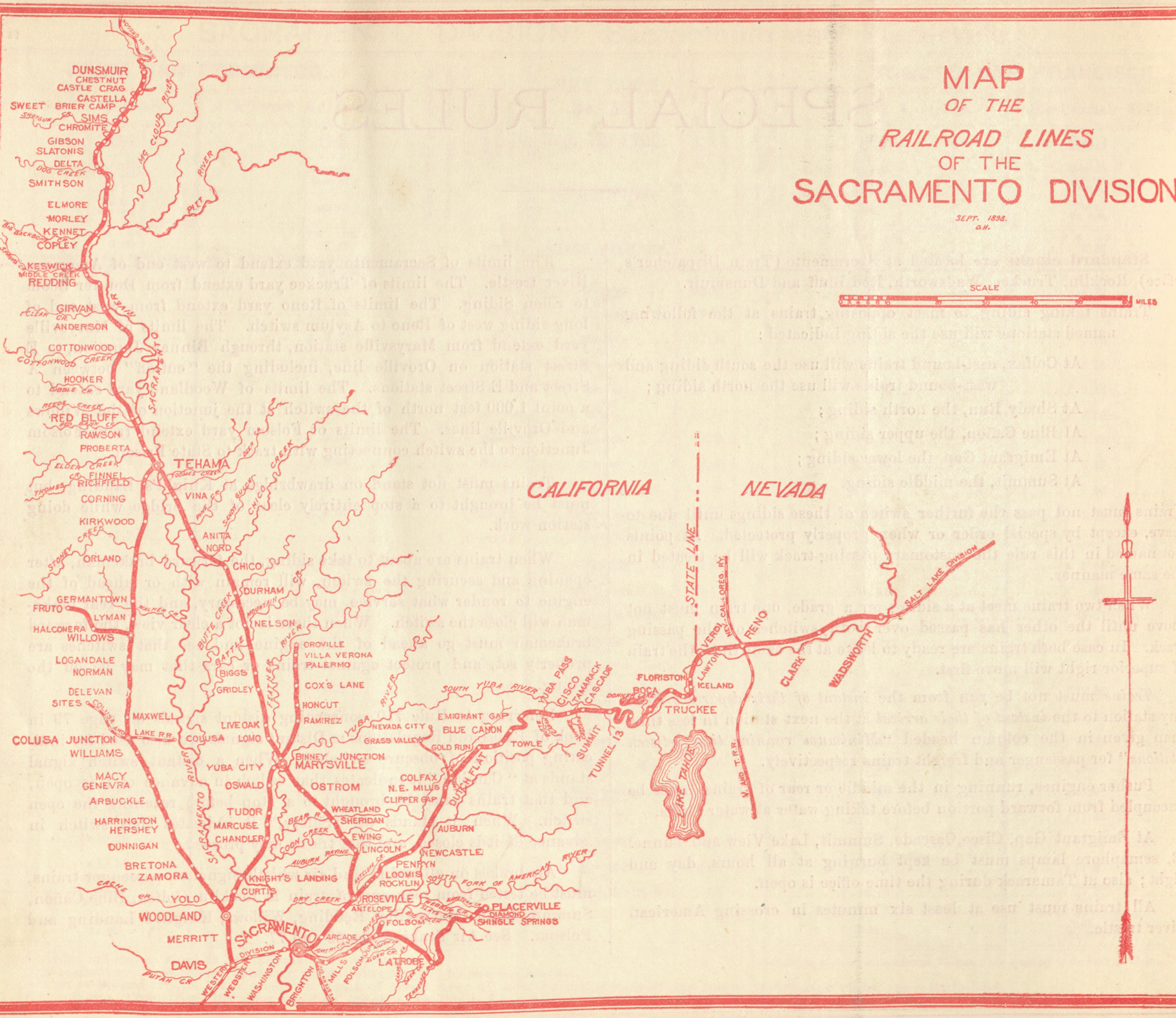
The limits of Sacramento yard extend to west end of American River trestle. The limits of Truckee yard extend from Donner Boom to Ellen Siding. The limits of Reno yard extend from west end of long siding west of Reno to Asylum switch. The limits of Marysville yard extend from Marysville station, through Binney Junction, to E Street station on Oroville line, including the "cut-off" between A Street and E Street stations. The limits of Woodland yard extend to a point 1,000 feet north of the switch at the junction of the Willows and Oroville lines. The limits of Folsom yard extend from Folsom Junction to the switch connecting with track to State Prison.

Trains must not stand on drawbridge at Knight's Landing, but must be brought to a stop entirely clear of the bridge while doing station work.

When trains are about to take siding, the forward brakeman, after opening and securing the switch, will remain with or ahead of the engine to render what service may be necessary, and the rear brakeman will close the switch. When there is not a clear view, the forward brakeman must go ahead of the engine and see that switches are properly set, and protect against trains or cars that may be on the siding.

Referring to Rule 710, concerning distant signals on page 79 in book of Rules and Regulations: Distant signals are also used for indicating position of obscure switches. When a distant switch signal stands at "Caution," it indicates that switch in advance of it is open, and that trains must be brought to a stop before reaching the open switch. When it stands at "Safety," it indicates that switch in advance of it is closed, and that trains may proceed.

Air brakes on all trains, and air whistle signal on passenger trains, must be tested from rear end of train at Rocklin, Colfax, Blue Cañon, Summit, Reno, Marysville, Redding, Willows, Knight's Landing and Folsom. See Air Brake Rules 69 and 77.


MAP
OF THE
RAILROAD LINES
OF THE
SACRAMENTO DIVISION
SEPT. 1898.
O.H.
SCALE
MILES
CALIFORNIA
NEVADA
STATE LINE
DUNSMUIR
CHESTNUT
CASTLE CRAG
CASTELLA
SWEET BRIER CAMP
SIMS
CHROMITE
GIBSON
SLATONIS
DELTA
SMITHSON
ELMORE
MORLEY
KENNET
COPLEY
KESWICK
REDDING
GIRVAN
ANDERSON
COTTONWOOD
HOOKER
RED BLUFF
RAWSON
PROBERTA
TEHAMA
FINNEL
RICHFIELD
CORNING
KIRKWOOD
ORLAND
GERMANTOWN
FRUTO
LYMAN
HALCONERA
WILLOWS
LOGANDALE
NORMAN
DELEVAN
SITES
MAXWELL
COLUSA JUNCTION
WILLIAMS
MACY
GENEVRA
ARBUCKLE
HARRINGTON
HERSHEY
DUNNIGAN
BRETONA
ZAMORA
YOLO
WOODLAND
MERRITT
DAVIS
VINA
ANITA
NORD
CHICO
DURHAM
NELSON
OROVILLE
VILLA VERONA
PALERMO
COX'S LANE
HONCUT
RAMIREZ
BIGGS
GRIDLEY
LIVEOAK
LOMO
COLUSA
YUBA CITY
OSWALD
TUDOR
MARCUSE
CHANDLER
KNIGHT'S LANDING
CURTIS
BINNEY JUNCTION
MARYSVILLE
OSTROM
WHEATLAND
SHERIDAN
EWING
LINCOLN
ROSEVILLE
ANTELOPE
FOLSOM
ARCADE
LATROBE
SACRAMENTO
WESTERN DIVISION
WEBSTER
WASHINGTON
BRIGHTON
MILLS
FOLSOM
NEVADA CITY
GRASS VALLEY
EMIGRANT GAP
BLUE CANON
GOLD RUN
TOWLE
COLFAX
N.E. MILLS
CLIPPER GAP
AUBURN
NEWCASTLE
PENRYN
LOOMIS
ROCKLIN
PLACERVILLE
DIAMOND
SHINGLE SPRINGS
SOUTH YUBA RIVER
YUBA PASS
CISCO
TAMARACK
CASCADE
SUMMIT
TUNNEL 13
BOCA
TRUCKEE
FLORISTON
ICELAND
VERDI
RENO
CLARK
WADSWORTH
SALT LAKE DIVISION
LAKE TAHOE
SACRAMENTO RIVER
SOUTH FORK OF AMERICAN RIVER
MC CLOUD RIVER
PITT RIVER
BUTTE CREEK
FEATHER RIVER
YUBA RIVER
BEAR R.
COON CREEK
AUBURN RAVINE
DRY CREEK
CACHE CR.
PUTAH CR.
DUTCH FLAT
LAKE R.R.
V. AND T. R.R.
NEV. CAL. OREG. RY.